



**MEETING SUMMARY #4**  
**BAINBRIDGE ISLAND FERRY TERMINAL IMPROVEMENT PROJECT**  
**COMMUNITY ADVISORY GROUP**  
**COMMODORE OPTIONS SCHOOL, BAINBRIDGE ISLAND, WA**  
JUNE 7, 2006 – 5:30 – 8:30 P.M.

**Welcome & Meeting Overview**

John Whitlow, Community Advisory Group (CAG) Chair, welcomed CAG members and apologized for missing the last CAG meeting in April. He understood there was a productive discussion and review of feedback from the April 15 public workshop. John acknowledged members of the public in the audience and asked them to sign in. If the public wished to provide comment, they could fill out a comment card with their name and a brief description of their comment and then pass the cards to John. The purpose of the meeting was for members to review the project work plan and discuss upcoming project and public involvement activities.

Comments/Questions:

- Merrill Robinson shared a brochure with members about Bainbridge Island and noted that the photographs in the brochure were taken by Don Willott. The brochure illustrated Bainbridge Island values by demonstrating their active lifestyle and respect for the environment. He wanted WSF to review the brochure to help them better understand the Bainbridge Island character. *Thank you, we would like copies of the brochure.*
- Don Willott asked WSF to turn to page five of the brochure. This page showed how islanders share the road and the Island's bike culture.

**Review Project Work Plan**

Rob Berman, Project Manager, said for those members who were not at the last meeting that the process has started to slow down to allow for a coordinated planning effort with the City of Bainbridge Island for the ferry terminal and the ferry terminal district. The city has decided to hire an urban design consultant to help with planning this effort. WSF will engage both the city's planning process and the current SR 305 corridor planning process as the project moves forward. These projects are starting to converge together and will tie into the overall feel and character of the ferry terminal neighborhood. Rob said that the delay to the project schedule means that the CAG involvement, if members so choose, would extend to the end of the year rather than concluding in early fall. He asked members to contact Joy Goldenberg and let her know their availability and willingness to continue on for the entire the process.

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#### Comments/Questions:

- Merrill commented that the team was not in a race, but in a marathon. He wanted to take the time to do it right.
- Don said it was absolutely important to work with the city and even more important to coordinate with the SR 305 corridor study.
- Bob Campbell asked about the results of the SR 305 corridor public forums. *We just met with the SR 305 project team today and the results are not available yet.*
- Bob said improving the intersection of Harborview Drive, should be a priority. *We will discuss this topic a little bit later in the meeting.*
- Lisa Macchio asked if given the information currently available WSF had a schedule showing how the city and WSF processes would interact. *Not at this point. We will know more when the city hires a consultant.*
- Rik Langendoen announced that the city is supposed to come out in July with a plan for a Winslow Way streetscape design.
- Merrill asked if the project team was getting a copy of the city's meeting minutes from the discussions with WSF. *These meetings are related to the Eagle Harbor Maintenance Facility project. I (Rob) have not been a part of those discussions.*
- Carol Cahill asked if there was any thought to discuss more interim solutions. *Yes, we will talk more about that today.*
- Dolores Palomo said she keeps hearing about studies. She would like a list of the studies and public events so the CAG could go to the meetings as observers and report back relevant information. *We will provide a synopsis of the scope of these projects and meeting dates.*
- Don said there should be a video available on Bainbridge Island Broadcasting of the SR 305 forum.

## **Project Update**

Rob Berman reviewed the status of ongoing project efforts.

### **Coordination with the City of Bainbridge Island**

The project team will keep the CAG informed of developments with the City of Bainbridge Island and let them know as soon as any news is available. Our current understanding is that a consultant will start in July.

### **Artist Involvement**

Janice Shaw has been working with Kelly Riutta, WSF Project Support, on identifying an artist to bring on as a consultant who would help us look at possible public art opportunities. We plan to send letters out next week to prospective artists and will announce the selection to the CAG.

### **Follow-up with Workshop Participants**

We appreciated Ann Bernheisel's help in sending a thank-you note via email to workshop participants, including the workshop summary and a webpage link to the

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full report. Participants who did not provide an email address were mailed a thank-you letter.

### **Workshop Summary**

The workshop report is complete and available on-line. CAG members have a copy for their binders and additional copies are available at the door.

### **Survey**

Many CAG members suggested at the last meeting the idea of a ferry rider and community survey. Joy Goldenberg said the team has identified the need to do a survey and is looking at conducting a survey in late summer or early fall. CAG members will have the opportunity to provide input on the content of the survey.

### **Upcoming events/briefings**

WSF has several planned briefings and events in the next month. Adjacent property owners to the ferry terminal requested a briefing from WSF. We have committed that we will brief them on what's been happening at the terminal and the project status. Joy Goldenberg added that she would send a list of scheduled public meetings to the CAG and invite them to participate. On July 4<sup>th</sup>, WSF will staff a booth at the Bainbridge Island festival celebration and Mike Anderson, WSF CEO will address the Bainbridge Island Chamber of Commerce at their luncheon on July 27<sup>th</sup>. Other opportunities could include farmer's markets and any other local events suggested by the CAG. Joy asked members to let the team know about what's happening in their community and suggest additional outreach opportunities.

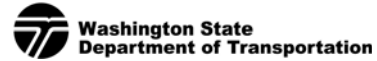
### Comments/Questions:

- Don said the survey should assess the combination of modes and the travel shed for each of the modes. Travel shed information would be extremely valuable.
- Lisa brought up that the team should consider that answers to the survey may be different depending on the time of year.
- Merrill asked about the status of the WSF Long-Range Strategic Plan. *We're still in the process of taking comments. The comment period will end on July 1. Shortly thereafter, a comment summary will be available. In the fall we'll wrap up and finalize the Plan to be adopted by the Washington Transportation Commission.*

### **Harborview Drive Signalization**

Rob Berman addressed a possible near-term improvement at the intersection of Harborview Drive and Olympic Drive. The intersection has been problematic for residents of the Eagle Harbor Condominiums and non-motorized ferry passengers attempting to cross ferry traffic to get in and out of Harborview Drive. WSF, in conjunction with the City and WSDOT Highways, is exploring the signalization of this intersection and adding a striped crosswalk to increase safety. We recognize that we don't want to stop bicycles exiting the terminal, so we would coordinate the traffic signal with Winslow Way. WSDOT is taking the lead on the study and design options, with WSF looking for funding sources. WSF is also looking at dedicating a route for bikes down to the dock. Leonard Smith, WSF Operations, reviewed a

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drawing of the potential improvement (see Harborview Drive Signalization). In addition, WSF is exploring eliminating the sweeping right hand turn to shorten up the crosswalk at Winslow Way and SR 305.

Comments/Questions:

- Lisa said the elimination of a free right turn at Winslow Way would lead to traffic congestion.
- Bob stated he heard that the signalization project should have taken place back in February. *We originally had a more significant interim improvement plan with a cost of \$2 million. As we starting going down the path of a master plan update for the terminal we decided to hold off on the interim improvements until we know how it would relate to the larger project.*
- Dolores Palomo asked about the advantages of shortening the crosswalk at Winslow Way and SR 305. *By reducing the distance it would reduce the problem of people cutting across before reaching the crosswalk.*
- Dolores shared that it wasn't the distance that was a problem, it was the timing of the light. If the light below was timed and people knew it was a safe option, then they would use the crosswalk.
- Bob added that the Harborview and Olympic Drive intersection was the most dangerous traffic problem. He was supportive of getting the project done. He also shared a diagram of the intersection.
- Lisa said she was also supportive of the project, but one thing that concerned her was the lighting of the crosswalk. Right now there is no lighting which is a huge problem. Racing bicycles, motorcycles and vehicles are dangerous. If people know that they have to stop or that they will be able to get through the next light it would help with safety. *We would add a light at the crosswalk. The signal at the intersection would be tied to the intersection signal at Winslow Way. A trip loop would trigger the lights to green.*
- Lisa responded that once people figure out the trip loop, exiting ferry traffic would return to racing up the hill to get through the light. In terms of safety, it made sense to have exiting traffic stop at Winslow Way. *We would have the Washington State Patrol conduct an educational program to instruct people on the proper and safe new procedure.*
- Rik asked that WSF consider that people may start cutting across at the closest point rather than using a crosswalk.
- John Whitlow asked if there would be any form of a signal or a light to let people know there was a signalized intersection in front of them. *We should have WSDOT here to talk about this and other considerations at the next CAG meeting.*
- John added that WSDOT would analyze the intersection for the project need in terms of vehicle numbers and collisions. This intersection would be down the list. As a result, obtaining funding may be difficult.

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- Lisa said that state-owned vans park along the exit lanes and block the bicycle route. She remembered asking about this previously and asked if the problem would be addressed. *We'll see what we can do and get back to you.*
- Rik asked if there were any chance of connecting the waterfront trail to benefit pedestrians and bicyclists. *Leonard Smith reviewed safety, economic and operational considerations on an aerial board related to the waterfront trail. With a connection to the waterfront trail it would be hard to control pedestrian traffic across the vehicle holding area. For safety reasons, it was important to avoid mixing modes.*
- Don raised a cost-benefit question. If it costs \$300-500,000 to put in a signal, for the same amount WSF could put in a decent, wide sidewalk. He wasn't advocating a specific solution, but before spending a lot of money WSF should look at a full range of options. A signal would mainly control pedestrians and limit the efficiency of travel.
- Don thought a possible risk was that people wouldn't follow the rules of the road.
- John responded that it was key to educate people.

Marcia Wagoner, Facilitator, noted the length of the discussion and due to time considerations suggested continuing the discussion at the next CAG meeting. She asked CAG members to identify other interim solutions for WSF to consider. The CAG suggested the following interim solutions and projects:

- Provide temporary signage at terminal
- Provide more handicapped parking
- Remove state vans that block bicycle passageway along exit lanes
- Identify a solution for transit to leave before autos
- Create a pedestrian pass lane
- Implement an education program for bicyclists
- Improve round-trip passenger waiting area
- Re-stripe lanes on Olympic Drive
- Revisit passenger-only ferry issue
- Conduct session on "ferry economics 101" for the CAG

## **Discuss Public Input and Design Considerations**

Rob Berman said that WSF has received a wide range of feedback over the past few months. In their meeting packets, the CAG received a handout listing key public comments about project elements and overall project considerations (see Public & Agency Comments). The project team is challenged to try and balance the range of interests as they attempt to come up with a solution that benefits operations of the terminal and all users. The project team's objective is to show the public the range of choices considered and the impact of these choices on other parts of the project. For instance, if WSF were to minimize pavement and roadways as some comments suggested, the team would like to demonstrate how it impacts other factors such as traffic on SR 305 and transit circulation. The communication tool could help with the education process both internally and externally. Rob turned the CAG's attention

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to a preliminary continuum developed to show some of the possible choices WSF would have to make during the development of project alternatives (see Project Choices).

Comments/Questions:

- Rik said that the public wants a true multi-modal facility and a compromise.
- Lisa said if given the option to “slide the bars,” she would love to play around with it and figure out how the different elements push each other. In putting together a diagram or tool, it would be really useful to have the givens, or project limits. *Yes, we need to have the criteria. We have been given a charge to accommodate 2030 demands, so that is a given.*
- Ann stated it was almost like getting a pot and filling it up with balloons, then if you pop one, seeing how it may impact the others.
- Lisa added that again the CAG is discussing their task and the project givens. It seems now there more wiggle room. *Part of what the team and the CAG are waiting for is the city's plan. The plan and the city's goals could also impact the project givens.*
- Rik said the team should consider whether the public should drive the project needs. The public should consider whether they want to have a community like Mercer Island or preserve rural character.
- Lisa shared that another factor was if Bainbridge Island adds more density downtown, it could become more of a walk-on terminal. Once that part is figured out, WSF could configure the terminal in a very different way. *The WSF system plan takes into account growth projections and allocates service accordingly, such as not adding a third vessel on the Bremerton route and proposing passenger-only ferry service from Kingston to Seattle.*
- Merrill said one of the unstated assumptions should be that more people will tele-commute. *There is flexibility built into the Plan. For example, if the expected growth doesn't occur, a new boat may not be added to a route – or a vessel upsized.*
- Rik suggested that perhaps what we should go back to is the “project priorities” (see Project Process Diagram). If solutions address these key issues, then these statements form the basis for criteria to select various combinations of solutions.
- John stated that the team had options for building a communication tool about the choices. It could be a sliding bar tool or a graphic tool. But first they need to figure out: Do we need a tool? Is it the time to develop a tool? Or should we focus on surveying and other project tasks instead?
- Rik was not sure what a tool would look like.
- John offered examples such as an Excel sheet, a sliding bar or balloons.
- Don thought something that would track variables was beyond where they were at.

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- John added it wasn't the CAG's responsibility to build the tool, it should be left to the engineers. *We agree, however we have been struggling with how to communicate the choices to the public and appreciate input from the CAG.*
- Dolores asked with all the talk of Bus Rapid Transit and 30 buses how do we know who will be coming to Bainbridge Island? *This is information is included in WSF's Draft Long-Range Plan. Modeling suggests that these buses are coming to Bainbridge.*
- Ann relayed that there are four off-island buses now and eight from the island.
- Don questioned the modeling. He said they were better off assuming priorities and phasing. He would put different modes in a group and concentrate on a facility that supports all modes, while focusing on modes they want to promote.
- John felt WSF should do a better job of relaying the system plan and support for the plan. WSF should bring the assumptions to frame the conversation.
- Rik asked if the assumptions could be in a punch list form. *We'll talk with Ray Deardorf, WSF Planning Director, and come prepared to talk about the assumptions in the WSF Draft Long-Range Plan.*
- Lisa said they understood they were there to influence the tool development, but they needed the "givens."
- Ann said she still wanted a tool or a model to communicate the choices. The public also needed to realize the percentage of island and off-island residents that make up the commute trips. It is important to know where growth is expected and understand it's implications for mode use.
- Dolores suggested that the communication tool should be a scale, but she was a little wary of abstract modeling. First, the team needs the givens. Also, people who are enthusiastic about bikes need to think about people who have small children and mobility issues and rely on motorized transportation.

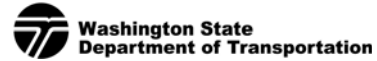
At 7:15, Marcia Wagoner stopped the group discussion to ask if members wished to still adjourn at 7:30 as planned or continue the discussion. Members wished to continue the meeting, but before the meeting continued public meeting attendees were given the opportunity to provide comment.

## Public Feedback

Verbatim public comments as transcribed from the collected comment cards.

- Robert Weschler: Missing elephant in the room (not apparent in any plans A, B, C or Master Plan). Taking advantage of magnificent site location, namely, upper parking lot view of Mt. Rainier (and possibly Seattle) (from near Winslow Way level). Using that space for surface parking is a total waste. Some suggestions-1) do a site inspection with a view to the view. 2) That may mean expanding area for development to include everything below Winslow Way (i.e. maybe

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buying up all private parking/partnering with private developers to dig deep, buy all parking, cover with terraced coffee shops, outdoor gardens, ect. all taking advantage of views. 3) This would justify the costs of putting in moving walkways/escalators from terminal level to Winslow Way, with landings at each level. 4) Make whole area a Green Gathering Place where people enjoy spending time between ferries.

- Kirk Robinson: If you are meshing this study with others (a good idea!), you might consider looking at the mutual impacts of the Bainbridge and Seattle terminal studies to ensure the visions match. Also the WSF Long-Range Plan needs to be included. For example, if there is a heavy emphasis on alternative transportation for Bainbridge, Seattle needs to be able to accommodate. Seattle Terminal-Have an open house/workshop on the west side of the Sound, Bainbridge and Bremerton at a minimum. Signal at Harborview-Why not have a trail fork to make a direct connection to waterfront trail? (eliminate the up/down on Harborview?) Status of complying with Hearing Examiner decision on making connection to waterfront trail along the south side of parking lot? Signal-to keep speed down-how about some speed bumps, e.g. for the crosswalk.
- Douglas Rauh: Data modeling very important you understand the future options like using information differently (think reservation system). Jim Chandler gave a great presentation on transportation at the SR 305 corridor vision forum. It was recorded. Set up a blog for public comment or on-line survey.

### **Discuss Public Input and Design Considerations-*continued***

Following public comment, the CAG continued discussions regarding project choices and a public communication tool.

#### Comments/Questions:

- Rik said the team needed to address all the issues.
- Merrill asked what the target was for the team as they looked at planning an improved ferry terminal. *Our charge has been a Master Plan to meet 2030 demand.*
- Ann asked if funding would be lost if the project wasn't implemented in a certain period of time. *There is \$160 million that has not yet been appropriated, but it is programmed over the next 10 years. Our funding is appropriated by the Legislature each biennium or two-year period, so there is always a risk it could go away as it true with any transportation project.*
- Rik said as he looked at the concepts there was more of a programmatic analysis of how to move cars efficiently. Perhaps Bainbridge Island needs more of a pedestrian function. It goes back to the overall goal of the project. What is WSF trying to accomplish?

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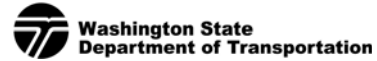
## Meeting Recap/Next Steps

Marcia asked when the CAG wanted to meet next given the longer project timeframe. The project team considered scheduling the next CAG meeting in September, but would like to know what CAG members recommended. Rob added that the project team would follow up with the CAG about the joint planning process with the city.

### Comments/Questions:

- Rik asked if WSF had taken a perspective in terms of moving forward. There is the opportunity to look strategically at how we move the project forward and synthesize information that we heard. Given the feedback collected to date there is information to start from and WSF could begin the survey.
- Carol suggested selecting CAG subcommittees to assist with survey development and a visual tool to show "Choices."
- Merrill said at the workshop there was a lot of work done and a lot of input. Take a reading on where we are now and determine concepts to look at.
- Lisa felt the CAG needed a specific task in order to meet and be productive. She didn't have a vision for how they would interface with the WSF/COBI process.
- Don agreed that the next meeting needed to include a task for the CAG, such as determining how well the three agencies are working hand-in-hand. The CAG should meet no longer than a month from today. At the meeting, representatives from the three agencies should attend to talk about how they planned to synchronize planning.
- Rik said he would like to continue to participate throughout the extended duration of the master plan update process.
- Ann was confused about the CAG's objective. Members were supposed to represent some constituency. If that's the case, summer should be the time to conduct outreach and collect feedback at public events. Now is the time to cement that purpose.
- Paul Topper thought the CAG should work through the summer to consolidate and review public comment. The next CAG meeting could be scheduled in mid-July. The CAG received a lot of feedback and has a lot of information to develop a concept.
- Janice said it was helpful to learn about other planning efforts and good to get feedback. She liked the idea of open house forums and discussions at the ferry terminal building, but recognized it may be hard to get turn-out. She would like to be refreshed on the project timeline after it is updated.
- Dolores shared that the CAG is in danger of getting lost in the details. They could use the summer to pause and reflect. Members were interested enough that if they were given tasks they could come back and meet in the fall.
- Phedra liked the idea of the survey and suggested meeting with other groups and communities off-island.

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- Lisa said WSF owes the public something by providing a project update. She gets asked about the status of the project and would like talking points from WSF to help with her response. *We will send that information to the CAG.*
- Don suggested drafting an article for the Bainbridge Review on the project status that included a positive statement about the coordination efforts between all three agencies.

## Conclusion

Rob said he appreciated the CAG sticking with WSF during the delayed process. Overall, he felt the project was about to enter an exciting time. Converging the three critical projects was important not only to the WSF, city and community but to the region. In the meantime, the team had a list of interim improvements from the CAG to consider and begin work on. John Whitlow thanked CAG members for their contributions and thought they did an excellent job of highlighting concerns. John then concluded the meeting.

## Action Items

- Provide synopsis of related projects (SR 305, Winslow Way, ect) to CAG
- Include Harborview Drive Signalization project as an agenda item at next CAG meeting
- Review suggested near-term improvements and come up with a proposal to share with the CAG
- Prepare and distribute work plan/project timeline to the CAG by the end of the month (if available, should be coordinated with the City and SR 305 processes)
- Send email to CAG with next steps
- Look into moving state vans that block bicycle passageway along exit lanes
- Draft and send paragraph to CAG regarding project status to use in communications with the public
- Identify messaging/media strategy regarding inter-agency coordination and project status
- Send email to CAG with upcoming community events and project meetings

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### **Committee Members**

<b>Present</b>	<b>Last</b>	<b>First</b>
X	Bernheisel	Ann
X	Cahill	Carol
X	Campbell	Bob
	Dwyer	Kevin
X	Elliott	Phedra
X	Langendoen	Rik
X	Macchio	Lisa
X	Palomo	Dolores
X	Robison	Merrill
X	Shaw	Janice
X	Whitlow	John
X	Willott	Don
X	Topper	Paul

### **Project Team**

- Rob Berman, WSF Project Manager
- Joy Goldenberg, WSF
- Leonard Smith, WSF
- Kelly Riutta, WSF
- Marcia Wagoner, PRR
- Kirsten Hauge, PRR

### **Public Participants**

- Richard LaBotz, Bainbridge Island
- Kirk Robinson, Bainbridge Island
- Robert Weschler, Bainbridge Island
- Douglas Rauh, Bainbridge Island
- Carolyn Hart, Bainbridge Island
- John Maher, Bainbridge Island
- Eric Schmidt, Bainbridge Island

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